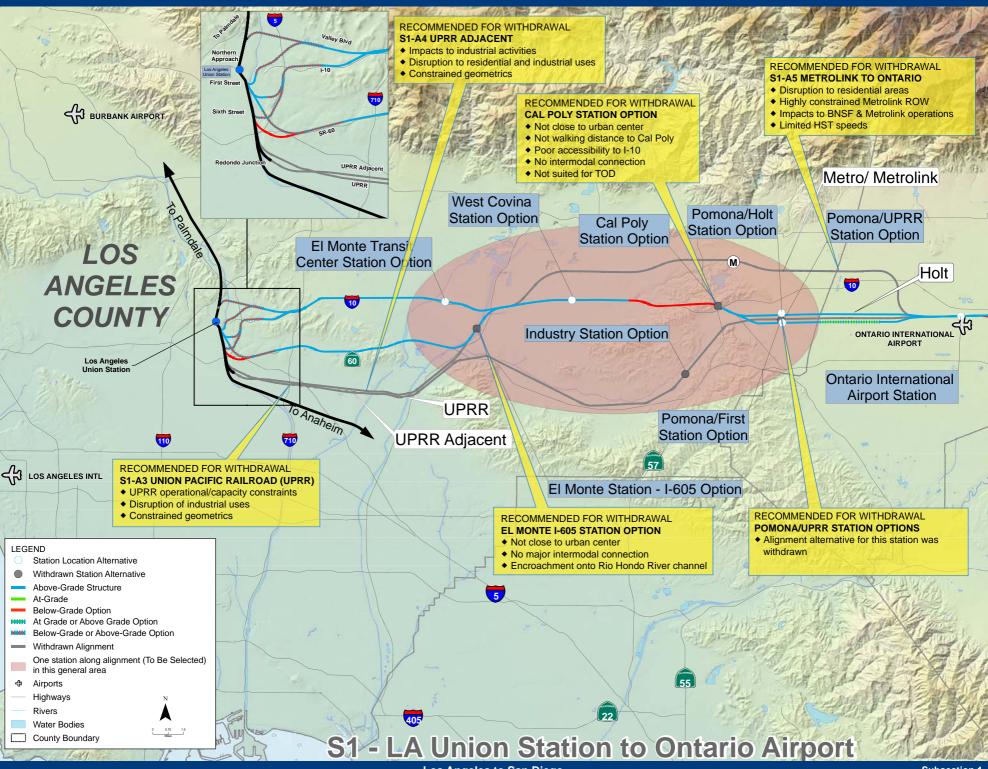
#### **California High-Speed Rail Authority** Los Angeles to San Diego via the Inland Empire Section **High-Speed Train Project** U.S. Department of Transportation **CALIFORNIA Open House Meetings 2011** Federal Railroad **High-Speed Rail Authority** SAN BERNARDINO COUNTY West Covina Station Option County of San Bernarding I-10 Station Option City of San Bernardino Station Option Ontario Internationa Airport Station El Monte Transit Center Station Option LOS SAN BERNARDINO INTL **ANGELES** COUNTY Los Angeles Union Station ONTARIO INTERNAT 60 Pomona/First Station Option 91 710 LOS ANGELES INTL 57 S1 - LA Union Station to Ontario Airport MARCH ARB 91 March ARB Station Option Corona Station Option RIVERSIDE 22 COUNTY JOHN WAYNE AIRPORT Murrieta I-215 Station Option ORANGE COUNTY 74 Valley Blvd Murrieta I-15 Station Option I-10 Murrieta/Temecula to San Diego First Stree Sixth Stree SR-60 SAN DIEGO 76 COUNTY To Anaheim Escondido I-15 Station Option 56 MIRAMAR MCAS 52 Station Location Alternative San Diego International Airport Terminus Station Option Above-Grade Structure At-Grade LINDBERGH FIELD Below-Grade Option At Grade or Above Grade Option Below-Grade or Above-Grade Option One station along alignment (To Be Selected) in this general area 54 Airports Highways Water Bodies County Boundary TIJUANA I

#### CALIFORNIA High-Speed Rail Authority

# California High-Speed Rail Authority Los Angeles to San Diego via the Inland Empire Section High-Speed Train Project Open House Meetings 2011



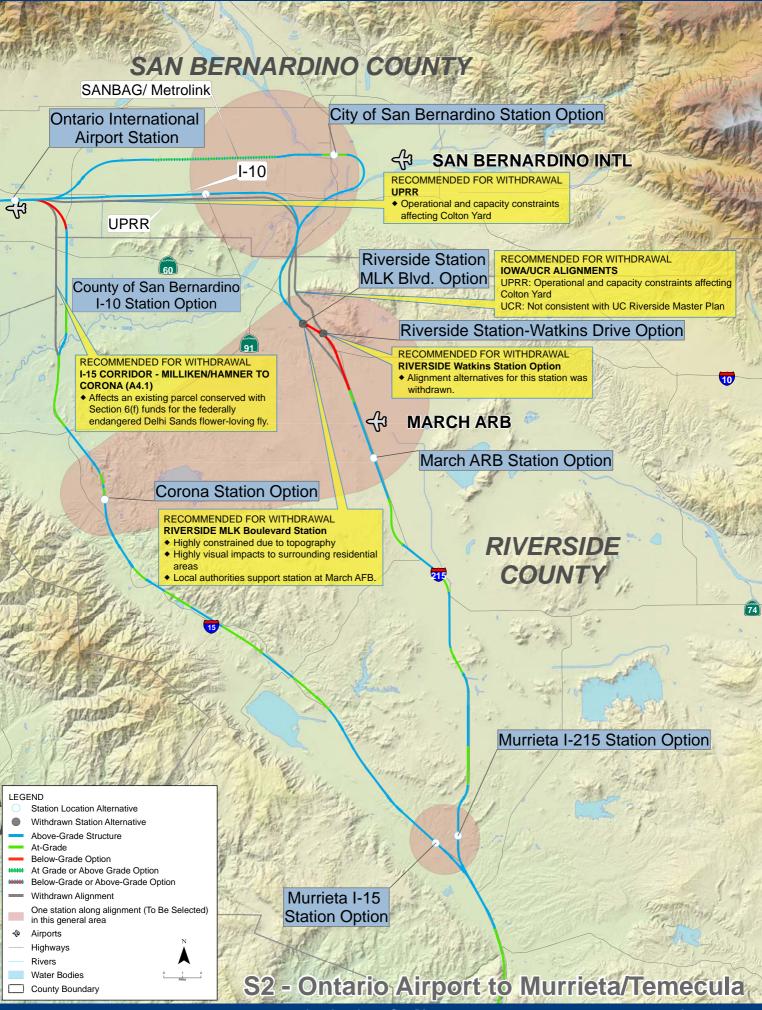


#### California High-Speed Rail Authority Los Angeles to San Diego via the Inland Empire Section



High-Speed Train Project Open House Meetings 2011





## California High-Speed Rail Authority Los Angeles to San Diego via the Inland Empire Section High-Speed Train Project

CALIFORNIA
High-Speed Rail Authority

High-Speed Train Project Open House Meetings 2011





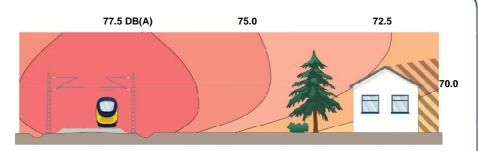




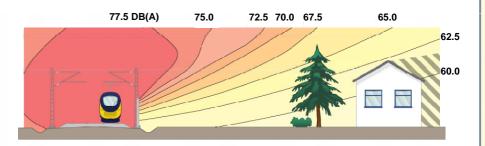
### Commitment to Sound Mitigation

#### Engineering and design will make a big difference

- Sound engineers and train builders have over 40 years experience – and good mitigation measures are working around the world.
- For a train traveling less than 160 mph, a six to 12-foot sound barrier will reduce noise by five to nine decibels (the human ear perceives a 10-decibel reduction as cutting the sound in half).
- The sound from a high-speed train operating on an aerial structure could be one or two decibels higher than at ground level.
- The sound from a high-speed train operating in an open trench could be five to seven decibels lower than at ground level.



Noise levels without sound barrier



Noise levels with sound barrier

